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The Indiana Teamster

"Serving the Indiana Teamster Movement"

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ON ROAD AND CITY FREIGHT HAULERS RAISED

Guaranteed Raises Escalated To Nov. 12 by Living Costs

An automatic increase for 8,000 over-the-road drivers of Indiana has been escalated from February 28, 1951 to November 12, of this year because of increased living costs. The increase amounts to 5 cents an hour and 1/4 cent per mile.

Local 135 Gets Good Increases In Several Barges

About 75 members of Teamsters Union No. 135 Indianapolis have received raises ranging from seven to ten cents an hour in new contracts signed for them with the following companies:

- Indiana Oxygen Co., drivers.
- Linde Air Products Co., plant employees.
- Universal Beverage Co., drivers and warehousemen.
- Canada Dry Bottling Works, drivers and warehousemen.

New contracts with the foregoing concerns also provide health and welfare benefits for the union members. The contracts were signed for the union by Fred Marshall, president, and Robert McClain, business representative.

Local 135 also has signed a new contract, giving increased pay to garage employees in 19 Indianapolis trucking terminals.

The increase was guaranteed to the drivers in a blanket contract signed for all over-the-road Teamsters in Chicago November 12, 1949 and became effective December 15 of that year. It contained the now famous health and welfare clause.

Representing the Indiana Teamsters was a committee headed by E. J. Williams, Indiana over-the-road chairman, and comprising also Walter E. Biggs, of South Bend; Pat Hess, Ft. Wayne, and O. B. Chambers, Kokomo.

CITY FREIGHTERS ALSO ESCALATED

Teamster covered by local cartage agreements in most cities of the state are also receiving automatic increases at this time.

According to E. J. Williams, representing 1,300 members of Local 135 in Indianapolis the automatic increase of 5 cents an hour guaranteed in an agreement with the Indiana Motor Truck Association has been escalated from March 1 to December 10.

MICHIGAN CITY — Erwin J. Radtke, secretary-treasurer of Teamster Union No. 268, said that an automatic raise guaranteed to 175 union members employed in hauling city freight in Michigan City and LaPorte has been escalated to November 12, because of rising costs.



No Reportable Accidents for 49 Kingan Men

In the four years that Kingan & Co. has been awarding citations of merit for its drivers who negotiate the crowded, dizzy traffic of Indianapolis and elsewhere without a REPORTABLE accident, five drivers have clicked 100 per cent.

Four drivers have scored perfectly for three years each; eight for two years and 32, mostly newcomers, for one year each.

All are members of Teamsters Union No. 233 and their president Leo Bauer jumps into print to show his pride in their achievement. Next year, he believes, the score will be advanced and more newcomers will be added to the one-year record.

What this means is that 49 Kingan drivers, over a period of one to four years, have driven in Indianapolis traffic, including its rush hour confusion, without hitting anyone — but more, without being hit by any blunder in a convertible, drunk, jitterbug in a jockey or wedding celebrant. It takes a deal of driving in Indianapolis to avoid being hit, and the Kingan drivers.

(Continued on Page 3)

MERRY XMAS FROM 233

Officers of Teamsters Local No. 233 wish all their members a Merry Christmas.

The first death claim to be paid by Teamsters Local No. 759 under the union's Health and Welfare plan, has been made to Mrs. Dorothy DeWitt. Mrs. DeWitt, mother of four children, is the widow of Glen DeWitt, driver for the Pasquale Trucking Co. of Logansport, who was killed recently by accident in Ohio. She is shown receiving a check for \$3,000 from O. B. Chambers, union secretary-treasurer, in his office in Kokomo. Henry Wilson, husband of Logansport, is standing, right.

TERRE HAUTE LOCAL GETS VOLUNTARY PAY RAISE FROM HULMAN

The Hulman Wholesale Grocery Co. in Terre Haute has given a voluntary increase of 4 cents per hour to 280 members of Teamsters Union No. 144.

Reporting to the Indiana Conference of Teamsters November 27, John H. Reynolds, union president, explained that the voluntary raise is eight months in advance of the expiration of a present contract with the company, in June, 1951.

The increase was contributed by the grocery company to help its workers meet advanced living costs in Terre Haute and everywhere else, Mr. Reynolds said.

KROGER AGREEMENT

About 85 drivers, helpers and warehousemen are benefited by a new agreement reached between Local 144 and Kroger's in Terre Haute. The contract, negotiated for the union by President Reynolds and William Coakley, secretary-treasurer, is for two years. It gives a nice pay increase the first year and an automatic boost the second year.

A similar contract, with increase the first year and automatic raise the second, (Continued on Page 3)

Merry Christmas To All Local 193

To all members of Teamsters Union No. 193—wherever you are:

We wish you all a Merry Christmas and a Happy New Year.

Russell House, Maurine E. Day, F. B. Owens, Reva Fouch, Don Mundy, Lynn Weisenberger, Don Wright, Palmer Clifton, Otto Maddox.

White Motor Co. Raises Mechanics

Mechanics employed by the White Motor Truck Co., Indianapolis, have received a substantial pay increase in a new contract just signed for them by their union, Teamsters Local 135.



Robert Carrigan, official of the McLain Trucking Co., presents safety awards to two drivers who have established top safety records: Robert Hess of Portland (center), and William Schultz, Hartford City, who has a son employed by the same concern. (Story on Page 4.)—(Muncie Press Photo.)

EDITORIAL COMMENT

(New York Times)

While all who drive are aware of ubiquity of the motor truck, it is only when the statistics of the vast trucking industry are assembled that one realizes its importance in our economy. The American Trucking Association, in its third edition of Trends, brings home sharply some of these facts.

America's 7,000,000 motor trucks of all types and sizes are now performing nearly 80,000,000,000 ton-miles of service annually and carrying about 60 per cent of the total tonnage moved in the nation's commerce. Last year saw the largest production in history of truck units, reaching 1,162,589. It was also the largest year on record for the transportation of the loads in intercity commerce by the fleet of for-hire trucks. The Class I carriers in this category—or those having an annual gross operating revenue of \$100,000 or more—also reached a new high last year of 2,400 such operators.

One of the encouraging aspects of this vast fleet of commercial vehicles is the emphasis which is being laid on safe operation. Trained safety men are found in increasing numbers among owners of multiple units, and the American Trucking Association carries on an intensive campaign to educate owners and drivers in their responsibilities in the road. The speed capabilities and great weight of many modern motor trucks make them especially hazardous if they are not handled with courtesy and sportsmanship.

This attitude is encouraged by a broad system of awards for safe operation and by emphasis on the importance of good preventive maintenance to assure safe mechanical conditions. Thousands of truck-driving men have piled up astonishing records of operation without accident.

NO CAUSE FOR DISPAIR

The election results in the east and in other localities where friends of the working people were beaten by Labor's enemies, give no real cause for despair. The results were not unexpected in informed Labor circles.

Of this much we may be absolutely certain: Labor did not vote its full strength. In fact, it is doubtful if half of the men and women of Labor, who could vote if they would take the trouble, are registered. This is true because Labor has not organized for political action. If and when Labor does so organize, as it has done on the economic field, results will be far different. It may take another depression, however.

Of course the enemies of Labor had the money, and they spent it in huge chunks. In Ohio, where Taft passed the hat all over the country, untold millions were spent to re-elect him, and now, from what he says, he is going out to get even with the unions.

What happened in the last election is not so important after all. What is much more important is the lesson we should have learned. If we did not learn it, we will do so later; make no mistake about that. The enemies of the working people are determined to teach us the lesson, which is that to be successful as unions or as political contenders we must organize, organize! That is the key to the situation.

Organized Labor, after all, represents the hopes and ideals of the common people of America. Its sole purpose is to raise the living standards of the toilers. As such an agency, it cannot be defeated, though it may be turned back again and again. Eventually, inevitably, Labor will win back its rights and the Tafts will not even be remembered.—Washington Teamster.

TRIBUTE TO TRUCKERS

The men who help serve the everyday needs of all of us by safely transporting various goods over the highways are a credit to the trucking industry. Patrolmen of the Indiana state police have a great deal of respect and admiration for the professional truck driver, probably because the "old pro" has a better understanding of traffic problems on the open road than most motor vehicle operators.

The modern truck driver knows and understands the rules of the road; he sets a model pattern for other drivers to follow. He knows what to do in an emergency, and he never hesitates to give aid to motorists in distress. Practically every trooper in the department has, at some time, arrived at the scene of an accident to find truckers giving relief to the injured or protecting the scene from other traffic. He helps in many other ways.

So, for his invaluable "assists" as a part of his job and as a good citizen, an orchid to the traffic policeman's best friend—the truck driver.—The Shield, Indiana State Police magazine.

31 TEAMSTERS SET NO-NIT RECORDS FOR MAYFLOWER CO.

Luther P. Jones, with 11 years of accident-free driving to his credit, heads the list of Mayflower drivers cited by R. J. Magnus, company safety director, for safe driving during the month of October.

The complete list of 31 drivers has been sent to the American Trucking Assn., Inc., for awards, based in the multiple application on number of years and mileage covered.

Jones' mileage for the 11 years totals 668,784 miles.

Runner up in the list is George Lenthem, with eight years of accident-free driving, and 499,097 miles.

Robert W. Edwards is next with years and 382,056 miles, and Robert M. Mercer, with six years and 337,210 miles.

Charles E. Stringfellow's record is for five years, with 355,003 miles.

Four-year drivers are Emilio Rengalli, Dale E. Pike and Charles R. Chandler.

Three years: Wilson M. Barrette.

Two years: Francis Rusk, Howard Conway and Claude G. Claunch.

One year: James Akers, Russell Anderson, Edgar E. Beck, Jr., Gilbert Coon, Robert M. Denney, Benny R. Ferguson, George Grant, Frank A. Johnson, Warren E. Lankford, Jack C. Martin, Harry C. Nickell, John S. McCormick, Walter E. Piercefield, Roy G. Plankers, Lewis R. Poole, Charles R. Reece, Raymond R. Schulz, Chester Sokolowski and Dwight L. Wilcoxson.

EVANSVILLE TAXI LOSES STORK RACE

Drifter James C. Smith, member of Taxicab Drivers Local No. 11, who happened to be in the vicinity of the home of James Lewis at 409 South Governor St. recently, was advised by two-way radio of an emergency, and arrived almost immediately.

He, over-optimistically, assured the excited Mr. and Mrs. Lewis that they needn't worry, he'd get them to the hospital on time.

He didn't. So, he relayed word on his two-way radio for Welborn Baptist Hospital nurses to get set for an emergency.

When his cab arrived they surrounded it with blankets and surgical equipment and rushed Mrs. Lewis and her new son, Donald James, into the hospital.

Then, just as Mr. Smith drove away with a sigh of relief and Mr. Lewis had almost regained his power of speech, nurses began scurrying around Mrs. Lewis again.

Then a nurse brought Mr. Lewis a new bulletin, Donald James had a twin sister. She is Dona Lee.

The Lewis family has two other daughters, Carol Sue, age 4, and Kathy Ann, age 1.

The American trucking industry pays \$1,161,000,000 a year in special highway taxes—more than the total spent by all states for new roads in 1948.

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Vol. X No. 3

Swede's Wife Objects to His Salvation—By Another Gal

By SWEDE CARLBOM
(Mayflower Driver)

Despondency or doleful dumps are evil brute matters which, at times, attack each and every one of us. It takes a good fight by a good man to ward them off. The reward, after the fight is won, always brings solace and satisfaction.



SWEDE CARLBOM

Under one of these spells which recently overtook me, 1,000 miles from home, sweet home, I sat myself down on the running board of my tractor, tired, disgusted and besmeared with mud from changing an inside dual tire. A dismal, cold rain had soaked my clothes through. To top off my despondent state of mind, I had received that morning three very vexatious and irritating letters. One from my better half. One from my Country Cousin, and one from the Prunepicker. My life-mate was lonesome, wanting me home. The Country Cousin had remarried her first husband to go back on the farm. The Prunepicker had joined the Salvation Army.

With such heart-breaking news I had reason to be down in the dumps. Somehow it seemed as though life had lost its glamour. I hung my head dejectedly. I cried. The cold rain running off my bald head mingled with my tears, dribbling off my nose-tip in large drops.

It was just natural that my beloved lady-wife should be lonesome. When age is setting in one craves companionship more than ever—I think. From the letter to me I quote:

"My darling old goat:

"The two cats you sent me parcel post to keep me company, while you roam to the far corners of our great land, do not seem to give me the consolation and satisfaction of a true home life—as if you were here. It is obvious that your ugly goat-face is hard to look at for any length of time but regardless I shall be able to tolerate it. I am sure I much prefer the painful sight of it and your lonesome grunts to the sweet countenance and monotonous purr of the cats. So please ask the boss to fire you. Yours—I think—love."

For some time, of late, I have nursed plans to break rules and regulations of the company. Plans to take my noble wife along in the cab for trips throughout our country. True, this new tractor cab of mine has much room and convenience. But for two to sleep in somewhat comfort it would be necessary to hook ones feet back of ones neck. My old lady-love not being as limber as she was 40 years ago is afraid she would not be able to unangle herself in the mornings. I am also afraid I may have to carry her along in straps the rest of the day, as one carries a suitcase. So the plan collapsed. Fortunately, since this has been written, the she-cat, Melinda, has brought home eight kittens. I doubt if there is room back home for an old goat.

In the letter from my Country Cousin, I quote:

"Dear old friend:

"As you see I am back on the farm at Capistrano, the place where the swallows gang up every spring. Today I am sacking cabbage heads. Every cabbage head in the sacks reminds me of your funny face. As I am sewing the sack tops together, for shipment to many display counters the land over, I laugh. I am wondering if other people can see in the cabbage heads what I can see—you. So long, your friend."

I do not know if this is a compliment or not. I do not mind to be called a cabbage head, but to look like one is somewhat objectionable.

From the Prunepicker's letter I quote:

"Dear old Stumbling-Block:

"As I stand here on the street corner, beating the tambourine in the Service of Salvation Army, I am hoping and praying to see your old goat face peering around the lamp post. A face carved with deep lines and wrinkled from a life of sin and wickedness."

Well I declare. The blister is insulting. A guy so well preserved from his early youth as me. I haven't even got a pair of bags to hang underneath my eyes.

She further writes. I quote:

"As you very well know, to earn a living I picked many things in my life—plums, sugar beets, gooseberries, cotton and of course prunes. It was all hard work. But the easiest picking of them all is to pick nickels and dimes off the base drum. It's all profit. I am earnestly praying that you, with your talent and brilliance, would join the Army. It would be but a short while till you advanced yourself as Major or Captain. Come! I shall receive you with open arms."

"Yours,

"P. P. for the straight and narrow."

"P. S.—To prevent my feet from spreading the captain has bought me shoes.—P. P."

The open-arm reception is quite appealing and it set me pondering—somehow. My life has always been an open book. I carry no secrets. It was natural, therefore, that I should let my beloved better half in on the letters. At first she thought the Major or Captain stuff would be uplifting for me, but when she came to the open arm arrangement my lady-love bounced about four feet and with a menacing look in her eyes, said:

"I should say not! If anyone should receive you with open arms it should be me. Should I, of course, be so inclined. Don't you dare to join the Salvation Army."

Life itself is a pleasant affair, providing one refrains from too many complications. So long!

More than 125 million miles of telephone wires, and thousands of miles of electric transmission lines are kept in service through the ready access provided by highway transportation.

The nation's trucks haul 90 billion ton-miles a year—equal to more than 20 trips to the sun with a 10-ton load.

America's trucking industry furnishes a direct market each year for 85,000 bales of cotton—enough cotton to make a new dress for every housewife in the nation.

Truck Drivers Fared Better In '50 Than Year Before, Says Report

Average wage increases among unionized employees of the nation's trucking industry for the third quarter of 1950 were 2.8 cents more than the per-hour increase for the corresponding quarter of 1949, according to a report just released by the American Trucking Assn.

An analysis of 73 trucking labor agreement settlements disclosed that the national average wage increase granted by truck operators during this third quarter was 9.6 cents per hour. This marks an average increase of 4.3 cents per hour over increases granted during the second quarter of 1950.

During the third quarter the number of "no-increase" settlements was four, whereas during the second quarter almost one-fourth of the agreements analyzed were in "no-increase" bracket. Of the 69 third quarter settlements containing wage increases, 41.2

per cent called for 10 to 12 cents; 20.6 per cent allowed 7 to 9 cents, and 23 per cent less than 7 cents. Highest wage increases were 30 cents and 44 cents per hour. Two over-the-road settlements provided increases of one-half cent per mile and one-fourth cent per mile.

A majority of the contract analyzed will expire after two years. One will be in force for 26 months, one for four years and one for five years.

Almost 22 per cent of the agreements initiated paid holidays or increased the number of such holidays. About the same number—21 per cent—liberalized vacation clauses, continuing a second quarter tendency of two weeks vacation after three years of service. Health and welfare, the most common "fringe" benefit, was instituted or liberalized in 20 of the agreements. The majority of contracts with this benefit called for total financing by the employer.

Member of 215 Loses Fingers

EVANSVILLE—Clyde Durham, 33, truck driver for the Concrete Supply Co. and a member of Chauffeurs, Teamsters and Helpers Union No. 215, was injured November 27 when he slipped on the icy streets while trying to push his truck.

He fell against the truck and the middle and ring fingers of his hand were so badly injured that it was necessary to amputate them.

ICE DRIVERS VIEW GROUP INSURANCE

EVANSVILLE—Members of Ice Men's Local No. 532 of Teamsters met in called session November 29 to discuss the matter of group insurance. No immediate decision was reached, according to James Price, president of the local.

It is rumored that there is to be a wedding among the membership soon, although no date has been announced. The anticipated wedding will be that of Jim Alvey and Betty Jo Ennis.

At the next meeting of the local, to be held Wednesday evening, December 5, election and installation of officers will take place, Mr. Price states.



UNION TEAM — Looking confident are Rudy Varju and Lee Jenner — members of Chicago Teamsters' Local 795 — labor's hope on the Horace Heidt-Phillip Morris "Original Youth Opportunity Program." Six months ago Heidt discovered the 22-year-old lads who perfected their harmonica playing while jostling over the highways. On Sunday night, Dec. 10, they broadcast to the nation over CBS, competing against the cream of the nation's talent. The prize? A \$5,000 jackpot. If they lose, they still win a \$1,000 consolation prize.

Indiana Driving Schools Honored

Gov. Henry F. Schricker has accepted a bronze plaque honoring the state of Indiana for marked progress in safe driving instruction in the state's high schools during the past year. The plaque represents the "superior award" of the annual driver education award program sponsored by the Association of Casualty and Surety Cos.

Indiana now offers courses in safe driving in 525 of its 782 secondary schools, with more than 27,200 students enrolled. A survey showed that drivers trained in high school had only one accident to every three in which teen-age operators not so trained were involved.

Reemployment Book for Vets

WASHINGTON — Secretary of Labor Maurice J. Tobin has announced the release of a Question and Answer Handbook on veterans' reemployment rights.

The handbook answers more than 300 of the most frequently asked questions on such problems as reinstatement, lay-offs, seniority, damages, vacation rights, pensions, and other aspects of reemployment rights. The booklet also contains a summary and comments on Supreme Court decisions, and federal statutes applying to reemployment rights, and a directory of field offices of the Bureau of Veterans' Reemployment Rights.

The handbook may be obtained through the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 25 cents a copy.

Louis L. Ludlow Dies in Washington

Louis Leon Ludlow, 77, who represented the Eleventh District (Indianapolis) in Congress for 19 consecutive two-year terms, and was a life-long friend of organized labor, died this week in George Washington University Hospital, Washington, D. C.

He retired from Congress in 1948 after establishing a record for the longest continuous service in Indiana history. He was a Democrat.

In Congress, Mr. Ludlow worked and voted for the National Labor Relations Act and the Fair Labor Standards Act. He always was on the side of working men and women.

While a newspaper reporter in Indianapolis, he became a close friend of the late Samuel Gompers, founder and first president of the American Federation of Labor. At that time the AFL had its headquarters in Indianapolis.

No Reportable Accidents for 40 Kingan Men

(Continued from Page 1)
ers have been on the jump plenty of times.

Included in the 49 safe drivers also are those who make deliveries away from Indianapolis, through the highways and cities of neighboring states, as far away as Charleston, S. C.

Those drivers who have avoided REPORTABLE accidents for four years are:

Preston Carey
Irvin Hankins
Martin Miller
Arthur Mueller
Gordon Pope

Three-year winners are: Wesley Bailey, John Hughes, Lester Spilker and Jack Stephenson.

Two-year winners: Lawrence Hill, Earl Mallicoat, William Murphy, Joseph Peoni, Frank Powell, Austin Rapp, Melvin Rhoades and Louis Sasek.

One-year winners: Luther Allison, Carl Carter, Floyd Creed, Gilman Day, M. L. Despain, Robert Fitzgerald, Wesley French, Walter Gray, Robert Gray, James Hopper, Ed Huggler, George Jackson, Chandis Kaster, Raymond Kemper, William Kindle, Harold Laxen, Freddie Lloyd, Edward McCarthy, Merle Meerfield, Davey Morris, Joseph Murphy, Glen Mutter, Charles Oges, Clyde Platt, Wiley Rhoades, Herbert Roberts, Hubert Roulter, Lloyd Rounton, William Salligoe, Clyde Thompson, Russell Tucker and William West.

TERRE HAUTE LOCAL GETS WAGE INCREASE

(Continued from Page 1)

Local 144 officers with ten furniture companies, in behalf of the drivers, warehousemen and helpers.

COMMISSION HOUSES

Members of Local 144 employed by organized commission houses in Terre Haute have been raised in a new contract just signed.

LOCAL 144 FREIGHT HAULERS GET RAISE

Jack Reynolds, president of Teamster Union No. 144, Terre Haute, told the Indiana Conference of Teamsters November 27 that members of his local engaged in hauling city freight have received the automatic raise of 5 cents an hour guaranteed to them a year ago in a contract signed between the union and the cartage companies.

Hundreds of Red Cross Chapters have working arrangements with private and publicly owned motor vehicle fleets and individuals to respond at a moment's notice when they are needed to serve in areas where disaster has struck.

The Forest Service is primarily dependent on motor vehicles for fighting forest and brush fires over vast areas.

Newreels serving television stations and theaters are made possible by special mobile camera trucks, both in their making and in their distribution.

Eighty-nine per cent of farm products now reach their markets by motor vehicle, and some could not even be harvested without highway transportation.

Eighty-three highway post offices, similar to railroad post offices, now give an expedited service to large areas, and the number of these traveling post offices is rapidly growing.

Merry Union Label Christmas



SEASON'S GREETINGS: If the Carpenter of Nazareth, Whose star is the eternal emblem of Truth, were on earth today, He would undoubtedly be a patron of the Union Label, Shop Card and Union Button because they are symbols of justice, humanity, and freedom which He advocated.—Raymond F. Leheney, Secy-Treas., Union Label Trades Dept., American Federation of Labor.

Nation's Truck Fleet, Highways Called Weakest Link In Security

WASHINGTON — Warning that neither the nation's truck fleet nor the highways over which they operate are adequate in case of national emergency, the Administrative Committee of American Trucking Associations meeting in Washington called for immediate overall planning by industry and government to cope with what it describes as "probably the weakest link in national security."

"Insufficient attention is being paid," Lee James, chairman of the committee stated, "to the realities of transportation in case of attack by an unfriendly power. It is obvious that highway transportation is the only transport facility which cannot be knocked out. It is equally obvious that demands upon truck transport in case of war will be enormous and far beyond limits now envisioned. Rail installations are comparatively vulnerable to sabotage, particularly via yards, rail bridges and tunnels. Our extensive system of roads and our ability to use temporary and quickly installed bridges makes it impossible to knock out highway transport."

Pointing to a report made by President Truman to the Congress on June 30, 1949 based on a study by state highway commissions, the Bureau of Public Roads, NSRB and the national defense establishment, the committee statement quoted the President as stating: "A substantial part of the street network of our cities and much of the rural road

mileage improved during a period of 40 years past is seriously obsolescent. Traffic has grown faster than the responsive improvement of the street and highway facilities. Of the entire street and highway network, the interstate highway system, its most important segment, is by and large the most obsolescent part."

Turning to the truck fleet, the committee statement pointed out that, although the nation today has more than 8,000,000 trucks, the actual burden of freight transport is handled by the big units constituting more than one-fourth of this total.

"The for-hire industry, upon which the greatest burden would fall," operates only about 15 per cent of the nation's truck fleet. These trucks are today working at capacity, serving the peacetime and the growing defense traffic requirements. In the event of attack, they are the best organized and most mobile transport facility the nation possesses."

About one-third of all purchases from a typical large department store are delivered by truck, as are almost 40 per cent of foods purchased from the average independent grocer.



Muncie Teamsters Mourn Death of Brother Goodman In Accident

By D. E. MAHONEY
Local 369, Muncie

Brother George Goodman, driver of the American Transport of Marion, died on October 26 as the result of a truck accident south of Elwood on October 23. Brother Goodman was 35 years of age and had been a member of this local union since 1935. He is survived by his widow and two sons. His widow, Bonnie, received a check in the amount of \$3,000 from the health and welfare insurance plan of this union.

The financial statement of Local Union No. 369, for the fiscal year ending September 30, 1950, is ready for distribution. Kindly call at our Muncie, Marion or Anderson office for your copy.

Contract for another year with substantial increase has been signed with our wholesale bakeries, covering driver-salesmen and truck loaders: Colonial Baking Co., Muncie Bread Co. and Continental Baking Co. Also, the bakery garage contract at Colonial Baking has been settled.

ATTENTION, ALL MEMBERS!

We urge all members to purchase their coal, lumber and building supplies from the following: Glaser & Taylor, White City Lumber Co., Muncie Lumber Co., Kirby Wood Lumber Co., Grouleff & Mauck Lumber Co., Muncie Builders Supply, Magic City Coal & Supply and Court Supply Co.

We have completed negotiations with Omar, Inc., covering their shipping roofs and surplus employees of their Muncie, Marion and Anderson branches.

Contract has been settled for another year with Famous Pies, Inc., of Muncie, with substantial increase covering their driver-salesmen and transport drivers.

Two of Mahoney's Boys Pictured In Muncie Press as Safe Drivers

Two drivers who between them had wheeled their big semi-trailers more than a million miles without a chargeable accident were honored here recently. Teamsters Union No. 369.

Robert Hess and William Schultz were presented 10 and 8-year safety awards, respectively, by the McLain Trucking Co. Both are married. Hess lives in Portland and Schultz in Hartford City. Both are members of Teamsters Union No. 369.

Hess, who has been driving for McLain's 11 years, remembers a parking accident he had once, but the span of accident-free years covers not only the big semi-trailers but also his own private automobile. He has never had an accident of any kind in his own car, and he has been driving since he was 14 years old.

He started driving the big trucks when he was 19, handled one for the Naas Corp. in Portland for four and a half years before joining up with McLain's. During all that time he has driven 70,000 or 75,000 miles a year, piling up most of that mileage between Portland and Detroit.

Schultz's driving record is similar, but although during those eight years he has never had an accident with his semi-trailer, his own car was wrecked one night when some young fellows running a stop light crashed into him in downtown Muncie. According to the police report on that one Schultz was not at fault.

Most of his trips now are to Chicago or Detroit, but for three years he was on the run to Massachusetts and New York.

"You get to know the curves, and the danger spots, when you cover the same route a time or two," he said.

One of Schultz's two children, Robert, is also driving for McLain's and has received a two-year safety award.

Teamsters, Etc., Get More Pay

EVANSVILLE — Eight AFL building crafts have accepted a 10-cent hourly wage increase from Associated Building Contractors, according to Clyde Birdsong, president of the Building Trades Council.

The increase, he explains, affects only work bid or contracted for after November 1, 1950, and until April 1, 1951. After that date the increase affects all work.

Trade unions which have accepted the increase are: carpenters, cement finishers, ironworkers, laborers, painters, plasterers, operating engineers and teamsters.

Largest group affected by the increase is the Chauffeurs, Teamsters and Helpers Local No. 215.

The seven other crafts affected

are: carpenters, cement finishers, ironworkers, laborers, painters, plasterers and operating engineers.

The remaining 10 building crafts are considering the 10-cent-an-hour increase proposal. If they accept there is a possibility that existing contracts will be extended to April 1, 1952, eliminating the usual spring bargaining between contractors and unions.



Teamster DA's Help Children Have Gay Party

Teamster business agents of 28 West north St., Indianapolis, went all out November 15 to help give crippled children a glorious afternoon at the Knights of Columbus auditorium.

The Teamsters provided transportation for about 60 youngsters of the Roberts school, 1401 East 10th St., to the auditorium, 1305 North Delaware St., and back to their homes when the party was over.

It was the opening of the K. of C.'s annual festival and this afternoon was dedicated to the children who attend the Roberts school.

There were live ponies to ride, a Ferris wheel, all sorts of playground equipment borrowed from Riverside Park and, of course, plenty of sandwiches, popcorn, etc.

Among the business agents who contributed their cars and services to the children were G. L. Anderson, Local 716; Raymond Friestuhler and Leo Collins, Local 135; F. D. Owens, Local 193, and C. R. Kinnaman, William Herr and Paul Elzea, Local 188.

Why Indianapolis Has Worst Taxicab System In America

Three United taxi drivers were held on pre-forgery charges November 10 after attempts to pass a fraudulent check in two grocery stores.

According to "The Indianapolis Times," Robert Edwin Cutler, 29, of 843 North Meridian St.; Robert Lovell, 24, of 2049 Broadway, and Joseph M. Gabford, 35, of 2049 Broadway, were arrested in the 3500 block of West 16th St.

They were arrested on a description furnished by James Wal-

cut. They were to pass a check for \$87 in Walt's Supermarket, 2440 Lafayette Rd. Mr. Wallace is co-owner of the store.

Police said a man fitting Cutler's description had tried to pass the check in the Kroger Supermarket at 434 East North St. earlier in the evening.

GOP Will Hold 72-28 Majority In Indiana House

Republicans will hold a 72-28 majority in the house when the Indiana General Assembly convenes in January.

The GOP added five state representatives and the Democrats one in belated returns from the November 7 general election.

They include the following:

- Clay County—Emerson Knust (R).
- Gibson—B. W. Johnson (R).
- Howard—Earl M. Utterbach (D).
- Howard-Tipton—Robert D. Harris (R).
- Tippecanoe—Jess C. Andrew (R).
- Wabash—Herman D. Hartman (R).

Terre Haute Chest Reaches Its Goal

William Coakley, AFL representative on the board of directors of the Terre Haute Community Chest, has reported to the Central Labor Union there that the goal of \$197,500 has been reached.

Elwood Driver Dies at Wheel

John Waymire, 50, Elwood, suffered a heart attack and died while driving a gasoline tank truck in Indianapolis, November 27.

Paul Butt, 5049 Graceland Ave., attendant in a filling station at College Ave. and 16th St., said he saw Mr. Waymire stop the truck and slump at the wheel. The truck was owned by H. B. Orbaugh, Elwood.

Up to Date with Local No. 188

By CLARA WILHELM

We were successful in winning NLRB recognition election with the employees of Basco Manufacturing Co. The company manufactures aluminum tops for milk bottles and has 100 employees.

Two deaths have occurred among our membership within the last month. Brother Ray Berry, an employee of Indiana Condensed Milk Co., at Sheridan, passed away on October 23. On Wednesday, November 29, Brother Alvin Orstadt, an employee with 30 years' service at Progress Laundry, died following an operation. To the members of both of these families, we extend our sincere sympathy.

Just recently Brother C. E. Davis received a very nice letter from Brother Harold Steinmetz who is with the Marines, and then stationed at Otsu, Japan. Since writing us he has been sent to North Korea, we learn. Harold was our steward for some time at Krauss Laundry and a very good one. He went to work at General Baking Co., and was at General when he was called to service in August.

He writes in his letter that Japan is pretty, and that the people are very friendly. He further states that they are badly in need of unions over there, as the average wage is about 9,360 yen a month, which is equivalent to \$26.00 in our money.

Brother Steinmetz has a very nice wife and one son, Richard, who are hoping for his return as soon as Uncle Sam can spare him, and we join his family in wishing him a return home before too long. Why don't some of you drop Harold a line? His address is Pfc. Harold M. Steinmetz, 1019508-USMCR, L. Co., 2nd Replacement Draft, 94th P. O., San Francisco, Calif.



The stork, in his flight among our members this last month, made male deliveries at Methodist Hospital to Mrs. Paul Spangler, to Mrs. Ava Pike, at St. Vincent's Hospital, and to Mrs. Noland Mathews at Methodist. Mrs. Pike is employed at the Wadley Co., and Brother Mathews is an Omar salesdriver.

In order to even the score he left little girls at the Methodist Hospital for Mr. and Mrs. Paul Spangler, and to Mr. and Mrs. Zaring at St. Francis. Brother Spangler is also an Omar salesdriver, and Brother Lew Zaring is our steward out at Darko Cleaners. To all these proud parents, we offer our congratulations, and lots of good luck! Brother and Mrs. Zaring already have a 10-year-old son, so this little bundle is just what they ordered.

Chambers' Local Gets Increases From Armour, Other Employers

By O. B. CHAMBERS

After winning a run-off election at the Armour Creamery in Rochester, Teamsters Local 759 negotiated a new contract, giving about 75 members increased hourly wages, a bonus system and extension of sick leave.

The new two-year contract provides for reopening at three-month intervals, after one year, for cost-of-living raise.

The new sick leave clause provides for benefits after the third day instead of the sixth, as prevailed under the former agreement.

In conjunction with Local 369, of Muncie, Local 759 has signed a new contract giving substantial wage increases to Omar loaders and shippers. The pay clause is retroactive to last April.

We got a nice increase for Ward Bread drivers in Logansport and Rochester in a new contract, signed jointly with Local 364, of South Bend.

City freight haulers of this local in Kokomo, Peru, Wabash, Rochester, Monticello and Logansport have received the 5-cents-an-hour raise guaranteed to them as of December 10, 1950, in our contract signed a year ago. The raise was escalated because of living costs.

The Central Railroad Signal Co., in Mexico, Ind., has entered into a revised agreement with this local, giving all our members employed there seven cents an hour pay increase.

We have organized the Howard County highway employees and are now seeking to negotiate for them with the County Commissioners.

Members of the committee who aided in negotiations for the union at Armour included William Billman, Jake Miller and Mrs. Wilma McLaughlin.

Gene Conn, formerly of the Courier Express, has become manager of a Marathon Filling Station, at 16th and Market Sts., Logansport, and should be patronized by all union members.

Deitzen Bread is still on the unfair list. Patronize Omar, Colonial, Ward breads, but never Cornstap!

Tom Hullinger, who has been running the service station at Union and Superior Sts., Kokomo, has been forced to give up the business by ill health. He appreciates the patronage of union members in the past.

We are attempting to put drivers of the Railway Express Motor Transport service in the over-the-road contract, with the cooperation of Indianapolis 135 and other locals in this state.